

City of West Linn
PRE-APPLICATION CONFERENCE MEETING
Notes
June 16, 2011

SUBJECT: Class II Design Review and Lot Line Adjustment for multi-family development at 2410, 2422, 2444 Tannler Drive and part of 1800 Blankenship Road (commonly known as "Tannler West" site)

ATTENDEES: Applicants: Jeff Parker, Rhys Konrad, Dick Spies, Brent Ahrend
Staff: Tom Soppe (Planning Department), Khoi Le (Engineering Division)

The following is a summary of the meeting discussion provided to you from staff meeting notes. Additional information may be provided to address any "follow-up" items identified during the meeting. These comments are PRELIMINARY in nature. Please contact the Planning Department with any questions regarding approval criteria, submittal requirements, or any other planning-related items. Please note disclaimer statement below.

Project Details

This site is in the OBC (Office and Business Center) zone. The site is also approved for office development, and the approval was extended, but the owner wants to also explore the possibility of multi-family development on site, which is allowed under certain contexts in this zone. This would require a new Class II Design Review application even if the extension has not expired by the time of application, because it is very different from what is approved at the site now. The extension approved for the original application on this site expires March 23, 2012. If the project concept addressed in this pre-application conference were to be submitted as an application and approved before March 23, 2012, then both approvals would be active. The applicant could move forward with either approval as long as it achieves substantial construction per the CDC definition by its expiration date, but cannot "mix and match" elements of the approval.

Community Development Code (CDC) Chapter 21 governs the OBC zone. CDC 21.050(2) states that in this zone multi-family units are only allowed "as a mixed use in conjunction with commercial development, only above the first floor of the structure." Therefore any commercial use allowed in the zone would have to occupy the first floor of any building on site, with multi-family on the upper floors. Chapter 21 does not limit the number of units per square footage of the site, so this is determined by the design of the project and how many units can fit within the dimensional and setback requirements of the zone on this site.

The applicant's conceptual proposal has several buildings with a total of 22,200 square feet of commercial space on the first floors and 200 units on the upper floors. The recreation building for the apartments is conceptualized to be north of the rest of the buildings on site in the oak savanna area of the site, but is shaped to not remove any trees. There would be a driveway off of Tannler Drive and access to the driveway of the applicant's property to the west at 1800 Blankenship Road.

Parking areas and walkways are located between the buildings, and much of the parking is proposed to be under the buildings as well. Per the applicant's submittal at the pre-application conference, 452 parking spaces are proposed in total- this clearly enough for the apartments alone even with required visitor parking, helped by being along Tannler with its available on-street parking, per reduction allowed by 46.090(A)(3)(e). Required parking for the apartments is calculated using the the numbers of bedrooms per apartment specified on the conceptual drawings (submitted at the pre-app) against the provisions of 46.090(A)(3). Whether the proposed parking total meets the requirements for the 22,000 square feet of commercial on top of the apartment parking requirements may depend on the exact commercial uses that eventually would go into the commercial spaces, although it appears to be enough even if the use is general retail which requires more parking per square footage than many commercial uses (see 46.090[C][2]). Shared parking and reductions for being on a transit street (Blankenship Road, see 55.100[H][5]) may also be able to be worked out per the provisions of chapters 46 and 55.

The site is on the boundary between two water pressure zones of the City's water delivery system. The water pressure zone boundary is and will remain at approximately 280 feet in elevation depending on the final configuration of the development. This may affect the layout of the water system on site and how it connects to the City system off site.

Like the plan for the office buildings approved in the extension, this concept overlaps with the mostly developed property to the west that is also owned by the applicant. As with that application, a Lot Line Adjustment is needed so the building is not overlapping the boundaries.

Engineering Comments

STREET IMPROVEMENT

TANNLER DRIVE

EXISTING CONDITIONS

Street Classification:

Collector

Right of Way Width:

60'-62' depending on location

Pavement Width:	44'-45' depending on location
Sidewalk:	None
Curb:	Curb is in place on both sides of the road
Bike Lane:	None
Posted Speed:	25 MPH
Traffic Calming Device:	None
Striping:	Double Solid Yellow Center Line Fog line is in place on both sides of the road
Street Light:	None
Overhead Power:	None

ZONING OBC

IMPROVEMENT REQUIRED

Right of Way Dedication:	6'
Half Street Improvement:	8' Sidewalk with Tree Well. Sidewalk width can be reduced to 6' in area where significant trees are present. No Planter Strip 17' Full Structure Pavement Improvement for Travel Lane/Parking 14' Full Structure Pavement Improvement for Median/Turn Lane depending upon recommendation from traffic report.
Street Light:	Provide Photometric Study with Recommendations for New Street Lights.
Franchise Utilities:	Provide adequate amount of PUE for franchise utilities. No overhead utility shall be allowed.

Driveway approach spacing must meet the Access Spacing Recommendation in Transportation System Plan (TSP). Be aware of the alignment of potential new access on the opposite site related to Tannler East Development.

BLANKENSHIP ROAD

EXISTING CONDITIONS

Street Classification:	Collector
Right of Way Width:	90'-103' depend on location
Pavement Width:	48'
Sidewalk:	None in the front of proposed project
Curb:	Curb is in place on both sides of the road
Bike Lane:	5'-6' Bike Lane along proposed project

Posted Speed:	25 MPH
Traffic Calming Device:	None
Striping:	Solid and Broken Yellow Line for Turn Lane Bike Lane and Symbol along proposed project site Fog line is in place on the opposite side

Street Light:	None along proposed project site
Overhead Power:	None

ZONING	OBC
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IMPROVEMENT REQUIRED

Right of Way Dedication:	None
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Half Street Improvement:	8' Sidewalk with Tree Well. No Planter Strip 17' Full Structure Pavement Improvement for Travel Lane/Parking 14' Full Structure Pavement Improvement for Median/Turn Lane.
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Street Light:	Provide Photometric Study with Recommendations for New Street Lights.
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Franchise Utilities:	Provide adequate amount of PUE for franchise utilities. No overhead utility shall be allowed.
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TRANSPORTATION IMPROVEMENT REQUIRED BY TSP

Project Number 7- 10th Street (I-205 SB Ramps to 8 Court)

Widen to 5 Lane Section with Center Turn Lane and Two Travel Lane

Project Number 9 - Blankenship Road/10th Street

Add Second Eastbound Right Turn Lane and Restripe Westbound Approach To Have Exclusive Left Turn and Share Left-Thru Lane.

Project Number 12 – 10th Street/I-205 NB Ramps

Add Turn Lanes (Northbound Right Turn Lane, Stripe Southbound Approach To Have Dual Left Turn Lanes). Add Exclusive NB Off Ramp Left Turn Lane. Widen NB On Ramp To Have Two Receiving Lanes To Support Dual SB Left Turn Movement.

OTHER TRANSPORTATION IMPROVEMENT

TSP also indicates that the LOS at the intersection of Tannler Drive and Blankenship Road is currently at LOS F especially when making left turn from Tannler Drive onto Blankenship Road. Thus additional mitigation shall be required.

TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis Report shall be required.

TRANSPORTATION IMPACT ANALYSIS AND ADDITIONAL REQUIREMENTS

Please refer to the TRANSPORTATION IMPACT ANALYSIS prepared by Group Mackenzie for the TANNER WEST – WILLAMETTE 205 CORPORATION CENTER for reference.

WATER IMPROVEMENT

EXISTING CONDITIONS

The proposed project site currently is located in between two Water Pressure Zone. The lower portion of the site is inside of the Willamette Pressure Zone starting at elevation 250 in accordance with the City GIS Map. The upper portion of the site is inside the Bland Pressure Zone.

There is no public water along Tanner Drive. There is existing 14" DI water main along Blankenship Road.

Since both water zones are currently listed deficient under emergency condition in the City Water Master Plan. The developer shall require paying Murray & Smith Associates for the analysis making sure the increased demand will not make the current water system worsen.

If there is a need for additional fire hydrant(s) either onsite or offsite, the City may require a public water system installed south along the Tanner Road frontage and looped through the development to connect back to the 12-inch at the NW corner of the development.

STORM DRAINAGE IMPROVEMENT

There is public storm drainage system on both Tanner Drive and Blankenship Road.

Provide storm run-off treatment and detention facilities to collect, treat, detain, and convey all run-off generated by the development. Run-off from all new impervious area including sidewalk along Tanner Drive must be collected, treated, and detained prior to release back to the public storm drainage system.

SANITARY SEWER IMPROVEMENT

There is public sanitary sewer system on Tanner Drive for connection.

Process

Class II Design Review and Lot Line Adjustment are required.

The Lot Line Adjustment is already approved as part of the Extension for the previous approval for the office buildings on site. The applicant could record this approved lot line adjustment before the extension expiration date of March 23, 2012. Alternately the applicant could apply for the Lot Line Adjustment again, concurrently with the design review application for the new concept. Either way the Lot Line Adjustment should be approved when or before the design review is approved, so the applicant should record the approved Lot Line Adjustment first unless they do a new Lot Line Adjustment application concurrently with the new design review application.

A neighborhood meeting is required for Class II Design Review for multi-family developments. The site is within the Willamette neighborhood but is across Tannler Drive from the Savanna Oaks neighborhood. Contact Beth Kieres, President of the Willamette Neighborhood Association, at (503) 722-1531 or willametteneighborhood@gmail.com. Contact Dave Rittenhouse, President of the Savanna Oaks Neighborhood Association at (503) 635-0800 or daver@europa.com. Follow the provisions of 99.038 precisely. The applicant is required to provide the neighborhood association with conceptual plans and other material at least 10 days prior to the meeting, if they choose to have the meeting.

The applicant shall submit a narrative responding to the criteria of 55.100. The application should follow strictly the submittal requirements of 55.070. The applicant should also respond to the criteria of 85.210 unless recording the approved Lot Line Adjustment Entitlements separately from this application as discussed above, unless the applicant fulfills the existing entitlements for the Lot Line Adjustment before applying for the design review.

The deposit for Class II Design Review permit for a project with more than \$500,000 of construction value is \$4,000 plus 4% of the construction value, with a \$20,000 minimum. **PLEASE NOTE that this is an initial deposit, and staff time is charged against the deposit account. It is common for there to be more staff time spent on development applications than the deposits cover, and therefore additional billing is likely to occur.** The Lot Line Adjustment application has an \$800 fee.

Submittal requirements may be waived. To allow this to possibly happen, the applicant must first identify the specific submittal requirement and request, in letter form, that it be waived by the Planning Director, identifying the specific grounds. The waiver may or may not be granted by the Planning Director.

Once the submittal is deemed complete, the staff will schedule a public hearing before the Planning Commission and send out a notice to the applicant, neighbors, and other stakeholders at least 20 days in advance. The Planning Commission's decision may be

appealed by the applicant or anyone with standing to City Council, requiring at least one City Council hearing.

Pre-application notes are void after 18 months. After 18 months with no application approved or in process, a new pre-application conference is required.

Typical land use applications can take 6-10 months from beginning to end.

DISCLAIMER: This summary discussion covers issues identified to date. It does not imply that these are the only issues. The burden of proof is on the applicant to demonstrate that all approval criteria have been met. These notes do not constitute an endorsement of the proposed application. Staff responses are based on limited material presented at this pre-application meeting. New issues, requirements, etc. could emerge as the application is developed. Thus, there is no “shelf life” for pre-apps.